



Justin's Performance Center

301 Serendipity Drive

Millersville, MD 21108

www.JPCracing.com

866-JPC-RACE

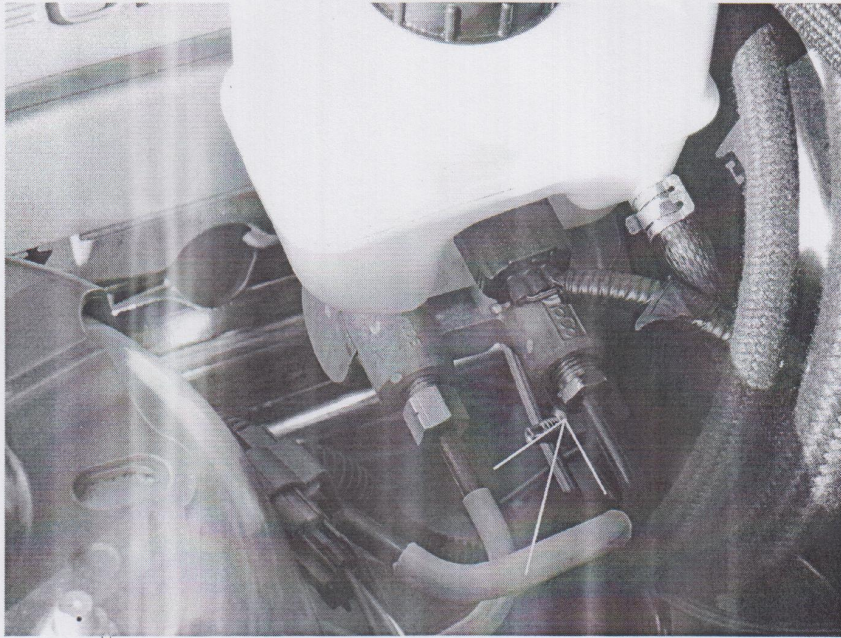
HARD LINE/SOLENOID INSTRUCTIONS

WARNING:

- *Failure to disconnect negative battery lead could result in damage to your cars electrical system*
- *When raising a car to access the undercarriage always use a jack stand*
- *Brake fluid can damage your vehicles painted surfaces*
- *Always check brake lines for leaks*
- *Always Test Brake system before you road test the car.*

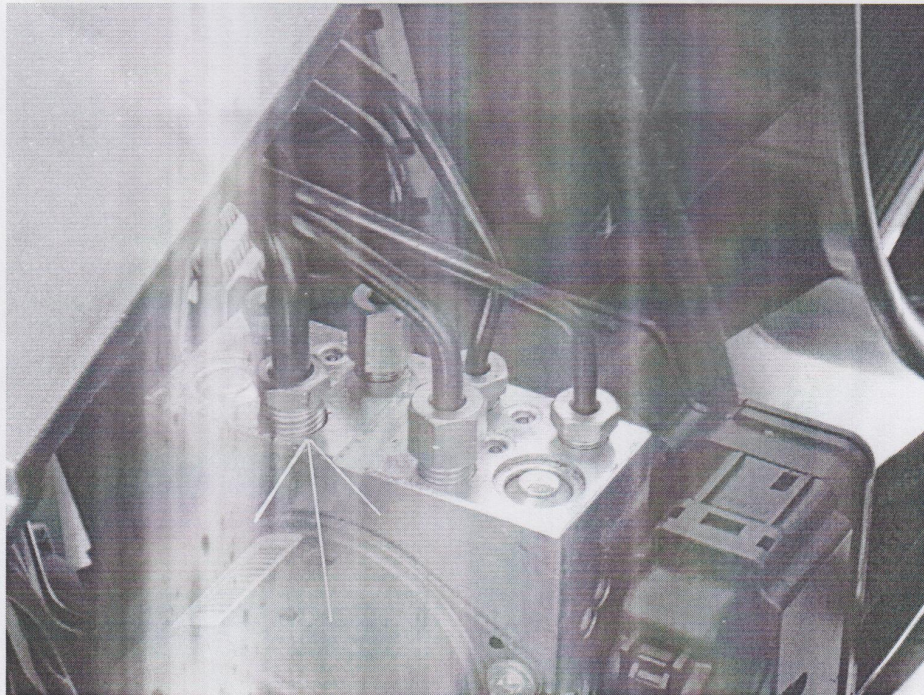
1. Unpack your JPC Line lock. Check all parts to make sure all parts on the item list are in the box and seem to be in working condition.
2. Disconnect the negative battery end.
3. Remove the Air box to gain access to the brake lines.

4. Disconnect the rear brake line from the master cylinder show in picture below.



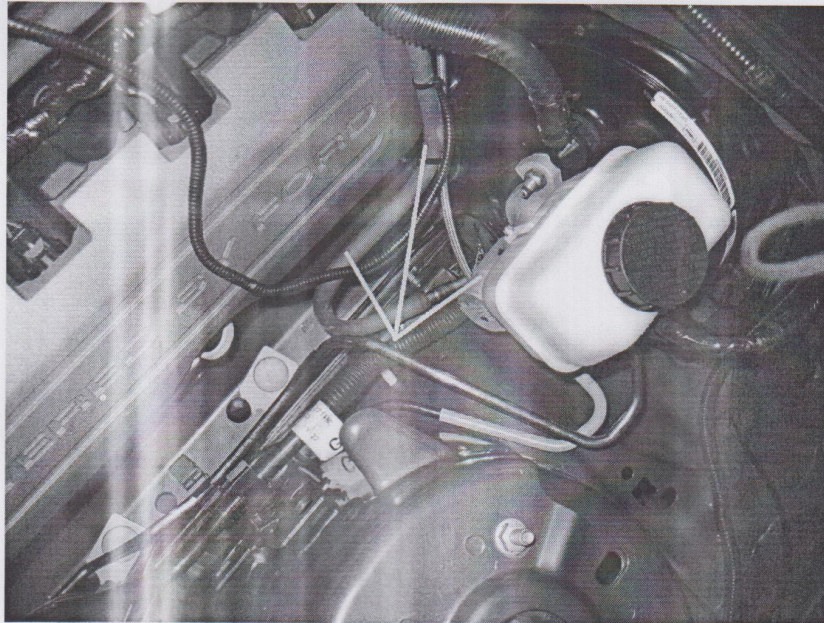
When Disconnecting the brake line, make sure to use a cup or rag to catch the brake fluid. The brake fluid can damage your cars painted surfaces.

5. Now disconnect the front portion of the same line on the ABS. Shown in the picture below

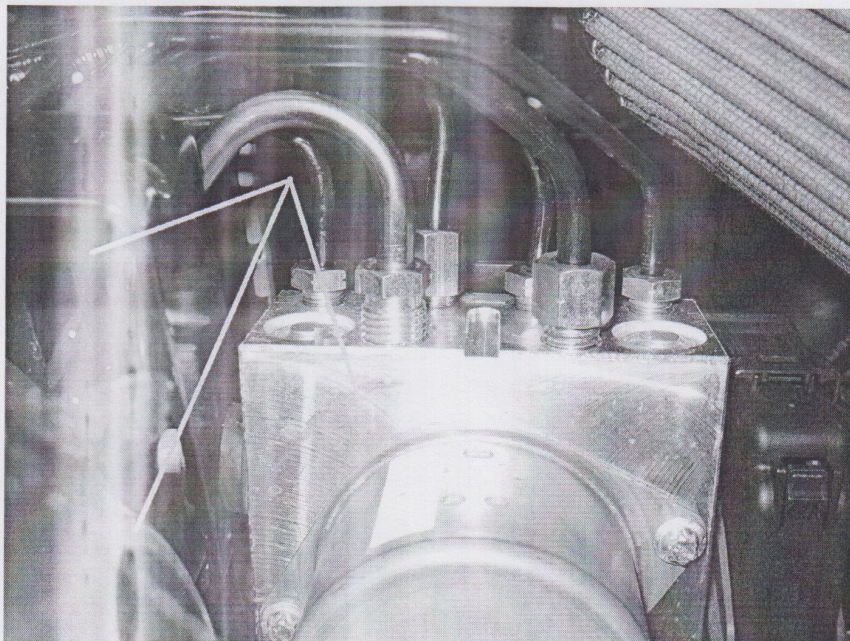


6. Next unclip the line from the factory hold downs and remove the line from the car.

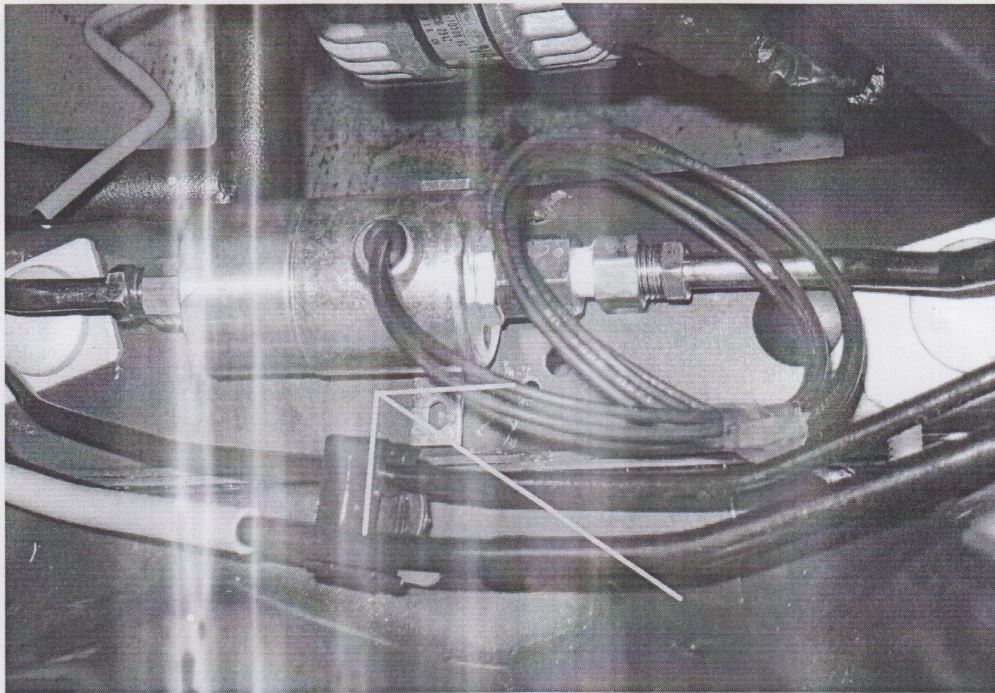
7. Once the factory line is out, you can start fitting the new stainless line in. Start with the line to the master cylinder side. When installing this line make sure to start all fittings by hand (you don't want to lock down any fittings until all the lines have been started by hand). See picture below



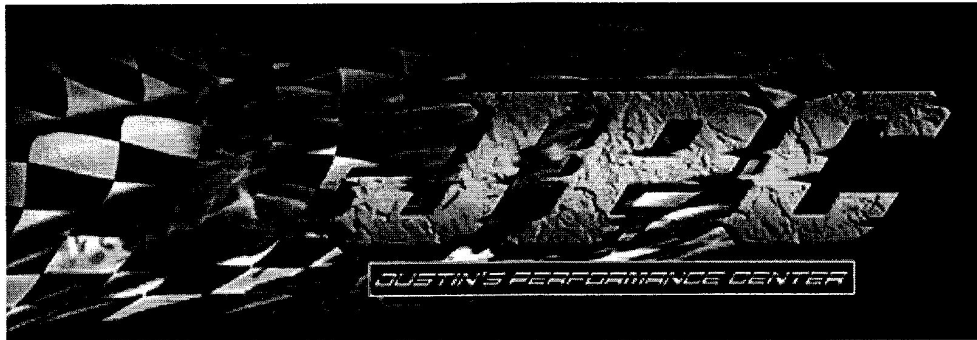
8. Next move to the ABS Line. This line should go in just as the factory line was removed, it will use the factory line clips. Again please start all fittings by hand. See picture below



9. Next Locate the Line lock solenoid and the 1/8th NPT fittings. You will want to use Teflon tape on the threads of the fittings where they screw into the line lock. Install, tighten the fittings and fit in to the car.



10. Now it's time to attach the Line lock solenoid to the body of the car. Use the 2 included self tapping screws. It's a good idea to pre drill two small holes. You may have to slightly bend the tab closest to the engine so that it will hit the frame.
11. Once the Line lock solenoid is screwed down its time to tighten all the fittings. Do not over tighten! Make sure to check for leaks.
12. Now that the lines are tight, add some Brake fluid to the master cylinder and lightly pump the brake pedal a few times. Now is a good time to have a extra set of eyes to watch the fittings for leaks while you pump the pedal.
13. Once you have determined there are no leaks in the system, it's time to bleed the brakes. Make sure the reservoir on the master cylinder is full. *****With the Key in the ON position,***** You will have to crack the Line lock line lose at the ABS. Hold it open as your friend slowly pushes the brake pedal. At this time you should see bubbles of air and brake fluid. Once the brake pedal is to the floor now tighten the ABS line back up and release the brake pedal. Repeat this until you see no air coming out from around the fitting. Then move to the brake calipers. Pump the brake pedal 3-4 times and hold to floor, then loosen the brake bleeder. Once all the brake fluid and air comes out, shut the bleeder valve. Repeat this process until all air is out of the system. Turn ignition off and Re-install your wheels.



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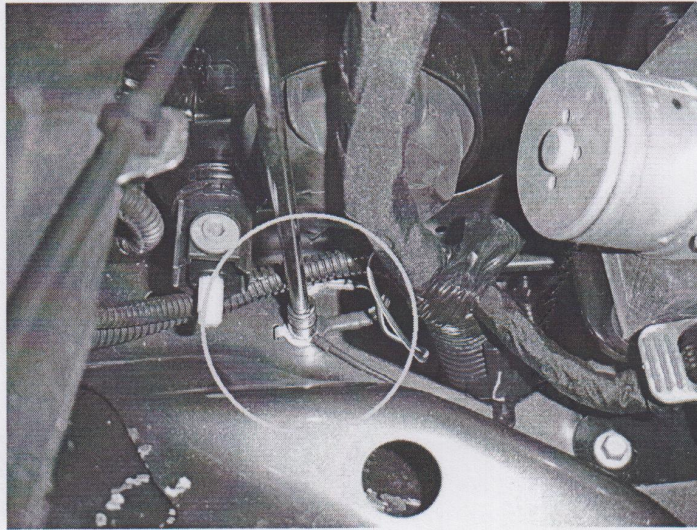
WIRING/SWITCH INSTRUCTIONS

WARNING:

- *Failure to disconnect negative battery lead could result in damage to your cars electrical system*
- *When wiring accessories into your car it is always recommended to use solder and heat shrink on all connections, however, many customers do not have these abilities. For ease of installation, we have supplied scotch locks and butt connectors for those of you. Heat shrink has been included separately in case you have soldering capabilities.*
- *When raising a car to access the undercarriage always use a jack stand*
- *Brake fluid can damage your vehicles painted surfaces*
- *Always check brake lines for leaks*
- *Always Test Brake system before you road test the car.*

1. *Un pack all the wiring supplies and read all of the wiring instructions*

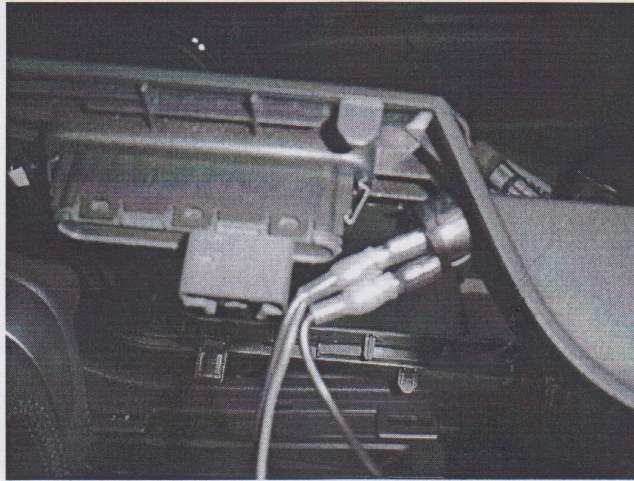
2. *The 1st wire you are going to run is the Ground wire from the line lock solenoid to the a suitable chassis ground. There are two factory grounds behind the driver's side headlight that are close and work perfectly. Decide on proper length, trim the wire and attach a ring terminal to the end of one of the wires coming out of the solenoid. Polarity is not an issue and it doesn't matter which side is ground or power on the solenoid.*



3. Next you will want to attach the supplied red wire to the other wire coming out of the line lock solenoid. This wire is now going to be run inside the car. It's a good idea to use one of the factory grommets and use a razor blade to slice a small hole, just big enough to get the one wire in.

WARNING : DIODE IS VERY FRAGILE TAKE CARE NOT TO BREAK IT DURING INSTALLATION

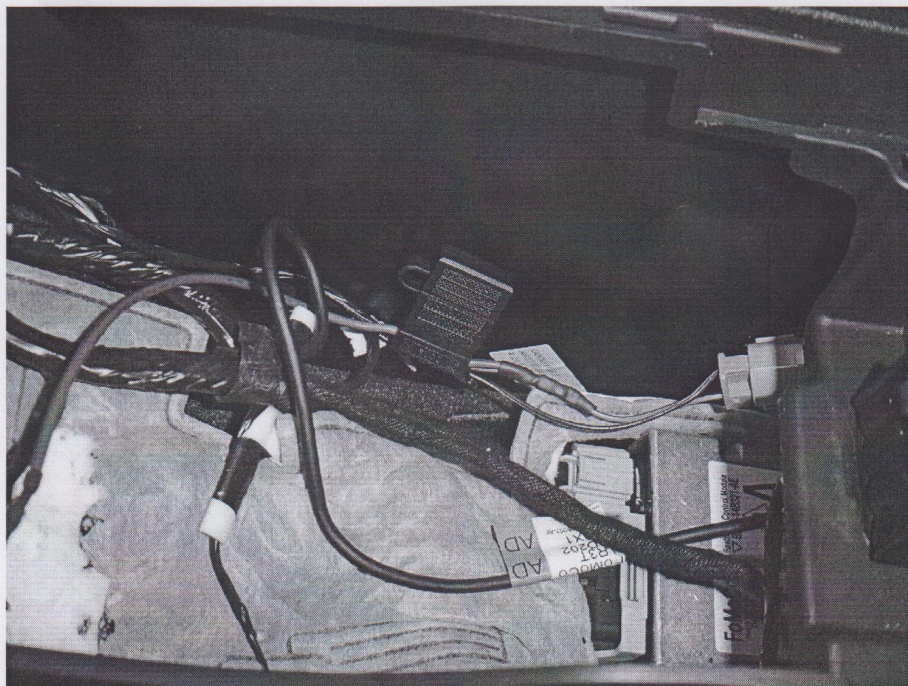
4. Now that you have your solenoid wire inside the car we need to tap an additional wire into the brake pedal switch. If you look under the dash you will see a 4 wire connector on the blue brake pedal switch. Locate the Violet/White wire on the connector and tap into it using the supplied (**WHITE SIDE OF DIODE WIRE**) with supplied scotch lock.
5. Once you have decided where to mount the switch you will need to drill a hole with a 3/4 inch drill bit and push the switch into the panel. For this example we decided to mount it by the e-brake handle. Be careful where you chose to mount it as you may need to trim some plastic out of the way on the underside to clear the wiring and connectors. Check before you drill!



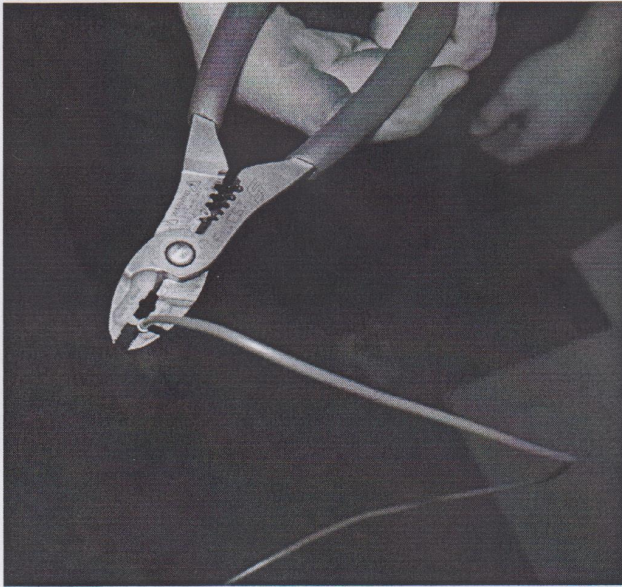
6. Now route the red wire from the Line lock solenoid along with the diode wire from the brake pedal to the console or wherever you have decided to mount your switch.

WARNING : DIODE IS VERY FRAGILE TAKE CARE NOT TO BREAK IT DURING INSTALLATION

7. Now take the both the **(RED SIDE OF THE DIODE WIRE)** & the red wire from the solenoid and put them both in the supplied blue female spade together, crimp it and connect to one side of the switch. With the left over wire crimp the red spade connector to it and connect to the other terminal on the switch. Then connect the Fuse link to the end of that wire and connect the other end of the fuse to the Grey/Red wire on the backside of the power point that is in the center console.



8. Test line lock to make sure solenoid works!! You should hear a "clicking" sound from the solenoid which verifies its operation.



This picture to the left is showing how to properly crimp a non insulated butt connector. After you have made crimp gently pull on the wire to make sure you have a solid connection!

This Picture to the right is showing how properly installed heat shrink should look when done. Make sure to put the heat shrink on the wire before making the connection. Once crimp has been made slide the shrink tubing once the connector. now use a heat source (Heat gun, or a Lighter) to apply a small amount of heat until you see the heat shrink start to shrink on the wire. when finished it should be solid weather tight connection!!

